

# 1985 "THUNDERBIRD" PUBLICITY BOOK

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Joe M. Pyle





Dear Publicity Directors,

Here is your 1985 Thunderbird Publicity Package, a product of the Thunderbird Public Affairs Division. We designed it to provide you with accurate, concise and pertinent data concerning the Thunderbird team. Used well, and in a timely manner, we believe this material, plus personal contact with our team members before the event, will make your publicity efforts successful.

All material is "camera-ready." Officer biographies have been placed in two column "TV-cornered" boxes, and we have included black and white photos of the officers.

You will also find fill-in-blank spot announcements, slides and black and white photos. Our budget does not allow the distribution of four-color separations, but we have included quality slides that will reproduce well. Also, while the spot announcements are a good start, we encourage you to produce taped material that will enhance your publicity program. Any local television and radio time you can arrange will help increase attendance.

**A VERY IMPORTANT REQUEST--**If you need any more help, please call us directly. **DO NOT** use any material from past years. Changes in people and equipment could make the use of older material embarrassing not only to us but also to you, our hosts.

We are sincerely interested in providing you the finest demonstration possible. If there's anything we can do to help you realize this goal, please call or write us at:

ADDRESS: U.S. Air Force Thunderbirds  
Public Affairs Division  
P.O. Box 9733  
Nellis AFB, NV 89191

PHONE: Commercial - (702) 643-4018  
Autovon - 682-4018 or 4019

Thank you and good luck on what we're sure will be an outstanding aerial demonstration!

**Thunderbirds Public Division**

Thunderbolt Public Division

Thank you and good luck on what we're sure will be an outstanding new! demonstration!

PHONE: Commercial - (703) 633-8818  
Autovon - 685-4018 or 4019

Wells AFB, TX 77711

P.O. Box 272

Public Affairs Division

U.S. Air Force Thunderbolt

Before this post, please call or write us at:

We are extremely interested in providing you the latest information possible. If there's anything we can do to help you, please let us know. We are currently interested in providing you the latest information possible. If there's anything we can do to help you, please let us know. We are currently interested in providing you the latest information possible. If there's anything we can do to help you, please let us know.

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Our Publicity Director





# news releases



News releases





# Thunderbirds - No other name will do

Thundering clouds ... streaks of lightning ... wind blowing over the desert sands.

Even the bravest of the brave have stood in awe before the rage and fury of a full-blown thunderstorm, witnessing its power and wondering about its origin in the heavens.

Members of the mighty American desert tribes of Cheyenne, Apache and Navaho believed the great Thunderbird caused these displays of nature's strength. Young braves listened intently for hours while aged chiefs and warriors talked of the bird's infinite powers.

Many thought the Thunderbird controlled nearly all the powers man could imagine, especially the invisible forces of good conquering evil, and light overcoming darkness. A long and honorable life for the creature, coupled with its ability to grant success in war, gave the Thunderbird equal status with other Indian deities such as the Earthmaker and Sun God.

Reports of the bird's physical appearance are vague and varied, but experts generally agree that the Thunderbird resembled a gigantic eagle or hawk. Crude drawings and burnt

outlines on leather and buckskins depict the bird in typical Southwestern Indian colors of red, white and blue.

Thunder, echoing through the endless canyons of the desert, was thought to have been caused by the flapping of the bird's mighty wings. Lightning was believed to flash from the bird's fiery eyes, or from two arrows carried in its razor-sharp talons to be hurled to earth.

Such was the tribal legend of one of the mightiest of mythical creatures. When, in 1953, Air Force officials were looking for a name for the new aerial demonstration team, then based near Phoenix, Ariz., they considered the roar of the jets, the mission of the team and the folklore of the desert surrounding them. Then, as today, the roar and fire from their sleek jets, like the thunder and lightning in the legend, symbolize peace and goodwill -- traditions with which the Thunderbirds identify.

Thunderbirds. No other name will do. No other name **could** do.

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by which we find ourselves brought to the end of our journey

and we have seen

that the world is not what we thought it was, and that we have been deceived

and we have seen

that the world is not what we thought it was, and that we have been deceived

and we have seen that the world is not what we thought it was, and that we have been deceived



# Thunderbirds fly 'proud past' into future

Since their first aerial demonstration in 1953, the Thunderbirds, the Air Force's official air demonstration squadron, have travelled throughout the United States and to 46 countries in the Free World. They have logged 2,607 performances before nearly 182 million people.

Prime ministers, presidents, foreign dignitaries, celebrities and countless fans have turned out to meet and watch the team, giving the Thunderbirds the unofficial title of America's "Ambassadors in Blue."

Naturally, the most visible part of the Thunderbirds is the aircraft. The squadron currently flies the General Dynamics F-16 Fighting Falcon, their eighth different aircraft.

After starting out in the F-84G Thunderjet in 1953, the squadron switched to the swept-wing F-84F Thunderstreak in 1955. Both of the 84s were subsonic, but in 1956 the squadron moved into its first supersonic aircraft, the F-100C Super Sabre. The switch to the Sabre made the Thunderbirds the first supersonic demonstration squadron.

The then-modern F-100s were traded for the F-105B Thunderchief in 1964. The transition was short lived as the Thunderchief flew in only six official air demonstrations. Instead of cancelling the entire 1964 schedule, the squadron returned to F-100s, this time using the air-refuelable "D" model. After five more seasons in the Super Sabre -- it was the most used aircraft for the squadron -- a total of 1,111 shows were performed in the two models.

In 1969 the squadron flew its new F-4E Phantom II for the first time during graduation ceremonies at the U.S. Air Force Academy. The team switched to the sleek T-38A Talon in 1974, and the F-16 in 1983.

Many awards adorn the walls of the squadron's hangar at Nellis Air Force Base near Las Vegas, Nev., the unit's home since 1956. Plaques presented by various civic organizations and military squadrons are on display for the thousands of visitors who tour the squadron each year.

Among the awards is the coveted MacKay Trophy, presented to the squadron in 1959 for its Far East tour as the Air Force's most meritorious flight of the year. There are also seven Air Force Outstanding Unit awards and mementos presented by foreign and American leaders. The squadron was also proclaimed the first official Bicentennial organization in the Air Force in 1976, and was the only flying unit so recognized.

All the plaques, awards and records of performances seem to overlook the most important ingredient -- PEOPLE. It's not just the men and women in the squadron, but those people who greet the squadron with elaborate ceremonies; people smiling up at squadron members from hospital beds during goodwill visits; people waiting through hours of scorching heat, on freezing flightlines, or rain drenched concrete or mud to watch a demonstration.

For squadron members, the daily activities of toting suitcases, pressing uniforms, inspecting aircraft, polishing boots, and the hundreds of other behind-the-scenes tasks which must be done -- week after week, year after year -- admittedly become routine.

While many of the tasks they perform become routine, the Thunderbirds guarantee there will never be a routine Thunderbird air demonstration.





## Members hand-picked 'special' volunteers

All the members of the U.S. Air Force Air Demonstration Squadron, "Thunderbirds," are volunteers, hand-picked from stacks of special-duty applications because of their ability to perform jobs to the squadron's exacting standards.

When a vacancy occurs, a thorough screening of each applicant is made with particular emphasis on the person's performance record, appearance and written recommendations. In the pilot selection process, flying background and experience are closely scrutinized by current officer team members.

Depending on the number of officer vacancies and the quality of the applicants, several semi-finalists may be asked to accompany the squadron on deployments. This travel provides potential Thunderbird officers an opportunity to see "real" travel conditions and meet with squadron members. It also gives team members a chance to personally evaluate each applicant's abilities and attitudes.

As the field is narrowed, applicants will travel to Nellis Air Force Base, Nev., for extensive personal interviews. For demonstration pilot vacancies, applicants actually fly the Thunderbird aircraft in formation so their airmanship can be observed.

Following these flights, the Thunderbird officers send their recommendations to a board of senior officers and then to the commander of Tactical Air Command for final approval.

Competition for Thunderbird enlisted positions are just as intense. Enlisted members are initially selected on the basis of performance and personal records, plus recommendations from supervisors and commanders.

After the Commander/Leader makes his selection, a new Thunderbird enlisted member begins a 21-day training and orientation period in the squadron. During this time, important facts about the squadron's operation, history and aircraft are learned.

Such measures ensure that each Thunderbird is the best of those who have applied. When the public sees any Thunderbird at a demonstration site or at home, the ideals of the Air Force are on display.





## Officers fight odds for coveted duty

Selection as a Thunderbird officer is an honor accorded few. These officers who are wearing and have worn the distinguished emblem of America's "Ambassadors in Blue" have proven themselves to be dedicated professionals who have constantly employed their training, natural talents and desire to excel at their profession.

Currently, 11 officers are assigned to the squadron, and, with the Air Force officer corps numbering more than 100,000, competition to become a Thunderbird officer is keen.

Six of the openings are for demonstration pilots, three for support officers, and one each for logistics and narrator. The latter two positions call for qualified pilots as their presence is required for each demonstration. Executive, maintenance and public affairs duties are performed by the support officers.

Thunderbird officers are in a position like no others in the U.S. Air Force. In addition to their primary duties, they must handle the obligations assigned to all flying units, nearly all of which are larger organizations. Add to this nearly 60 additional duties -- and it is apparent that a Thunderbird officer is one of a kind.

Thunderbird flying officers normally serve a two-year tour. Usually close to one-half of the pilots change each year to ensure a smooth transition.

In 32 years only 158 officers have joined the ranks of the Thunderbirds; while many have expressed their reasons in different words -- some eloquent, some plain and earthy -- it's the pride of being a Thunderbird that explains it best.





# Training season polishes professionals

The last air demonstration of the year is over. Emotions swell in the hearts and minds of pilots -- those who are leaving the squadron suppress tears while newly selected men strain at the seams with excitement.

But wait. All the pent up emotion is quickly put aside. It's training season and the pros will teach the "novices" the fine art of tight, precision formation flying. There is barely enough time to reflect on emotions.

Maintenance crews must provide operationally-ready aircraft to meet the more than 500 practice sorties the pilots will fly from mid-November until the first aerial demonstration about the middle of March. The operations branch coordinates and reserves the airspace required for safe training sessions.

The public affairs staff is busy rewriting, updating and adding to releases for worldwide distribution to the thousands of newspapers, magazines and radio and television outlets that will tell readers and viewers about the Thunderbird performances. Photographers and an illustrator are busily working at their arts to graphically put the squadron in the eye of the public. Supply people are ordering parts and equipment to ensure a smooth operation without a need for an "immediate request."

For the pilots, training season is an orderly but rigorous series of missions flown over an auxiliary air force base, 50 nautical miles north of their home base, Nellis AFB, Nev.

Beginning with basic two-ship formations, pilots progress through the complete series of air demonstration maneuvers. As their proficiency builds, other aircraft are added

until the four planes which comprise the famous Thunderbird diamond formation are flying with precision. Formation take-offs, lazy eights, rolls and loops are rehearsed, rehearsed, and rehearsed again.

While the diamond formation pilots are working on their timing and formation skills, the solo pilots take off to practice their sequences. The new solo pilot practices all his maneuvers at a moderate altitude then gradually lowers it to where he will be performing during an actual demonstration.

At a point when the two solo pilots and the diamond pilots reach a certain level of proficiency, all six pilots begin working together. This phase of the training season develops a high degree of confidence in the leader's abilities. All the while every precaution is taken to ensure that the maneuvers are flown with the most stringent safety standards possible.

Meanwhile, the narrator joins the practice sessions to rehearse his verbal description of the aerial maneuvers. His timing must be exact since he explains the maneuvers to the viewing audience.

Everything -- timing, speed, position and entry and exit points -- must be perfect for the first demonstration of the season. In three short months, new and experienced pilots must appear as though they have been performing together for years. No one should realize that new Thunderbird pilots, along with many newly-assigned Thunderbird enlisted members, are participating in their first air demonstration together. That is the way the audience think it should be -- and that is the way it **will** be.





## Team radiates its pride to public

The 1985 air demonstration schedule marks the 33rd year for the Thunderbirds. During those years the squadron has displayed the graceful, intricate maneuvers of precision aerobatics.

From the first salute to the post-performance handshakes, the men and women who are the Thunderbirds radiate the inner pride that can only be achieved through self-discipline and the willingness to strive for perfection. They are the epitome of the Air Force community, and as such represent what can be done through technical schooling, determination and lots of hard work.

Assigned to the Tactical Air Command, the Thunderbirds are the official Air Demonstration Squadron of the U.S. Air Force. Commanded by Lt. Col. Larry Stellmon of Hot Springs, Mont., the squadron flies the supersonic General Dynamic F-16 Fighting Falcon, a multirole combat fighter.

Performing with Colonel Stellmon, who flies the lead aircraft, are Capt. John Robinson, left wing, Goliad, Texas; Capt. Dave Commons, right wing, Oxon Hill, Md.; Lt. Col. "Hoss" Jones, slot, Ruston, La.; Capt. Pat Corrigan, lead solo, Kokomo, Ind.; and Capt. "Buzz" Masters, opposing solo, from Springfield, Mo.

Two additional pilots fly the number seven and number eight Thunderbird aircraft. Maj. Jim Bailey, number seven and the squadron's logistics officer, from Penn Yan, N.Y., is the senior maintenance manager. He also serves as the maintenance liaison and advisor to operations as well as safety observer and evaluator for each demonstration. Narrator and advance coordinator for the squadron is Capt. Jake Thorn from Pascagoula, Miss.

Thunderbird officers with supervisory responsibilities in squadron activities such as maintenance, supply, executive support, publicity, air demonstration coordination and personnel and administration include Maj. Brian Haugen, executive officer, Seattle, Wash.; 1st Lt. Terry Williamson, maintenance officer, Sumter, S.C.; and 1st Lt. Ron Lovas, public affairs officer from Corona, Calif.

The Thunderbird squadron is composed of highly skilled men and women working in more than 35 different career fields. The noncommissioned officers are technicians in aircraft maintenance, public affairs, operations, supply, life support, communications and administration. It is their job to make sure the planes are ready for each demonstration and that the myriad of small details inherent to every performance have been completed. In 32 years and 2,607 aerial demonstrations, the squadron has flown throughout the United States and 46 foreign countries, and has never had to cancel a performance for maintenance reasons.

# Team radiates its pride to public

The 1955 St. Louis Cardinals, winners of the 1954 National League pennant, radiated their pride to the public in a series of appearances.

From the first game of the season, the Cardinals radiated their pride to the public. The team's first game was a victory over the Pittsburgh Pirates, 4-3, on April 4. The Cardinals' first home game was a victory over the New York Yankees, 4-3, on April 10.

The Cardinals' first game in St. Louis was a victory over the New York Yankees, 4-3, on April 10. The Cardinals' first game in St. Louis was a victory over the New York Yankees, 4-3, on April 10.

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# Thunderbirds meet demanding schedule

The flight line is cool -- a slight breeze is blowing as more than 40 enlisted members of the Thunderbird Squadron answer a 4 a.m. work call. Following a dawn preflighting of the squadron's red, white and blue F-16 Fighting Falcons, they load the support aircraft and it's off on another of the 20 trips scheduled for the 1985 demonstration schedule.

It's now 2 p.m.; they have spent the last several hours tucked compactly in the waist of a C-141B Starlifter, along with more than 13 tons of support equipment. In a few minutes, it's touch down and taxi to a predesignated parking spot. While many people at the demonstration site are finishing their work day, the men and women of the Thunderbirds begin theirs.

It's a hectic and demanding schedule -- one that requires the utmost in ability, performance and professionalism. Yet, as the sharply-dressed enlisted members step from the Starlifter, their pride and dedication are immediately obvious.

This is not merely an image presented to the public. It's a complete lifestyle -- the Thunderbird trademark. It has been earned over the past 32 years by hundreds of dedicated enlisted men and women as they demonstrated the highest Air Force standards to the world.

More than 90 of the squadron's enlisted members are responsible for assuring all the Thunderbird aircraft are maintained in flight-ready status. The 30 remaining personnel provide the essential skills to support the flying mission.

Highly skilled technicians in administration, graphics, public affairs, life support, operations and photography work with their maintenance counterparts to produce a smooth, precisely timed and professionally executed air demonstration.

The average Thunderbird enlisted person is tall if not short, speaks with a southern accent if from Maine, and has anywhere from a high school diploma to a college degree. Men and women, from every ethnic group, from every background -- they bring to the squadron their individual talents, training and all-important team spirit.

All Thunderbirds are aware of the demands and responsibilities placed upon them before applying for a tour with the squadron. Without exception, the "Ambassadors in Blue" are fully committed to representing the best in today's Air Force. They expect nothing more -- the American public deserves nothing less.





## Precision demo ends barnstorming era

Those magnificent men in their flying machines, they go up-didy-up up, they go down-didy-down-down.

During the barnstorming days of the 1920s, pilots "swaggered" out to their carelessly-parked aircraft, kicked the tires, hopped into the cockpits and let out an ear-splitting "Contact" before roaring into the skies to defy death in their haphazard flying circus. All movements were spur-of-the-moment decisions, leaving the pilots wondering about their fate, as well as the crowd's below.

While that was the order of the day for the barnstormers, today's airspace is rigidly controlled and monitored with sophisticated computers and radar tracking equipment, making aerial demonstrations an exacting requirement of space and time.

A Thunderbird demonstration is a spectacular sight, but without the exacting coordination between the team and the Federal Aviation Administration, the intricate half-hour performance would not go on.

Thunderbird pilots are quick to tell people that not one portion of the aerial display is created to specifically be a crowd-thriller. When the planes sweep past the spectators in the diamond formation, the team is actually demonstrating maneuvers which have proved successful in actual combat situations. This is also true for each maneuver in the demonstration -- and variations of these same aerial combat tactics are taught to every Air Force pilot.

It's the ingrained discipline, concentrated practice, and precise timing required of the pilots that provide the basis for the unique Thunderbird performance. These attributes, combined with a precisely choreographed launch ceremony, sharp appearance, descriptive narration and vividly-painted airplanes, transform an otherwise ordinary flight into an exhilarating Thunderbird aerial ballet.



biographies

# Precision demo ends barntorming era

These significant tests in the field weather, they go to show that the new high-precision...

During the barntorming era, the "high-precision" era is the...  
...the new high-precision...

With the new high-precision...  
...the new high-precision...

The new high-precision...  
...the new high-precision...

It is a significant...  
...the new high-precision...





# biographies

LT. COL. LAWRENCE E. STELLARON  
Commander/Leader



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**Lt. Col. LAWRENCE E. STELLMON**  
Commander/Leader

Lieutenant Colonel Lawrence E. Stellmon, 38, is in his second year flying the number one aircraft as the commander/leader of the USAF Air Demonstration Squadron "Thunderbirds". He was the slot pilot, flying the number four aircraft, during 1983.

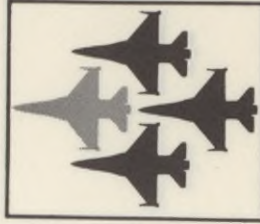
Calling Hot Springs, Montana, home, Colonel Stellmon graduated from the Air Force Academy in 1969, with a bachelor of science degree in aeronautical engineering. He received his master's degree in systems management from the University of Southern California in 1977.

After primary pilot training at Moody AFB, Georgia, he served three more years there as a T-38 instructor pilot. While at Moody he held positions as chief of pilot qualification and chief of T-38 airspace operations.

Colonel Stellmon served a one-year tour in Southeast Asia flying the F-4D and F-4E Phantom and then moved to Fort Riley, Kansas, where he was an air liaison officer with the U.S. Army's 1st Infantry Division.

In his subsequent assignment, Colonel Stellmon flew the F-4 and then transitioned into the F-16 as a cadre member of the first operational F-16 squadron at Hill AFB, Utah. Prior to being selected for the Thunderbirds, he spent a year as the F-16 program manager at Headquarters Tactical Air Command, Langley AFB, Virginia. He has accumulated more than 4,200 flying hours during his Air Force career.

Colonel Stellmon is married to the former Anne Nichols of Aurora, Colorado. They have two sons, Scott and Eric.









**Capt. JOHN W. ROBINSON III**

Left Wing

Captain John W. Robinson, III, 31, in his first year with the Thunderbirds, flies the number two aircraft as left wing pilot in the diamond formation.

A native of Goliad, Texas, Captain Robinson was a 1975 Air Force Reserve Officers' Training Corps distinguished graduate of Texas A & M University, earning a bachelor of business administration degree in marketing. At graduation he was also awarded his Air Force commission.

After earning his wings at Williams AFB, Arizona, Captain Robinson attended the F-4 Phantom school at George AFB, California, where he was Top Gun and Outstanding Pilot. Following his first operational fighter assignment at Spangdahlem AB, Germany, he was assigned to the 497th Tactical Fighter Squadron "Night Owls" at Taegu AB, Korea, and then back to George AFB, as an F-4 instructor pilot.

In 1982, Captain Robinson was selected as the Tactical Air Command Instructor Pilot of the Year.

Captain Robinson completed the Fighter Weapons Instructor Course at Nellis, AFB, Nevada, in 1983, and was chosen the Outstanding F-4 Graduate. After transitioning to the F-16 at MacDill AFB, Florida, he was assigned to the 474th Tactical Fighter Wing at Nellis. During that assignment he was selected for duty with the Thunderbirds.

Captain Robinson has logged more than 1,500 hours flying high performance fighter aircraft during his Air Force career.

He is married to the former Patti Wendel of Boling, Texas. They have two daughters, Nicole and Jacqueline.









**Capt. DAVID L. COMMONS**

Right Wing

Flying the number three aircraft, in his first year as the right wing pilot in the Thunderbird diamond formation, is Captain David L. Commons, 32, from Oxon Hill, Maryland.

Captain Commons graduated from the U.S. Air Force Academy in 1975, with a bachelor of science degree in civil engineering.

The captain earned his pilot's wings at Williams AFB, Arizona, and served four years there as a T-38 instructor pilot and flight examiner.

In 1982, Captain Commons was selected for an Air Staff Training Assignment at the Pentagon. He was assigned to Legislative Liaison working on the Air Force Issues Team and in the Tactical Weapons Division.

Following his ASTRA assignment, Captain Commons was assigned to the 56th Tactical Training Wing at MacDill AFB, Florida, for F-16 training. He graduated from there as the Top Gun.

Captain Commons was flying the F-16 with the 430th Tactical Fighter Squadron "Tigers", Nellis AFB, Nevada, at the time of his selection to the Thunderbird squadron in September 1984.

He has logged more than 2,000 hours flying high performance jet aircraft during his Air Force career.

Captain Commons is married to the former Barbara Grassi of Oxon Hill, Maryland.









**Lt. Col. SCHUMPERT C. "HOSS" JONES**  
Slot

Lieutenant Colonel Schumpert C. "Hoss" Jones, 35, is in his second year flying the number four aircraft as the Thunderbird slot pilot. He flew as the opposing solo in 1982 and lead solo in 1983 prior to transitioning into the slot for 1984.

A native of Ruston, Louisiana, Colonel Jones attended Louisiana Tech University, earning his bachelor of arts degree and his Air Force commission through the Reserve Officers' Training Corps program.

He was the top graduate in both his pilot training class at Laughlin, AFB, Texas and the A-7D school at Davis-Monthan AFB, Arizona. Following this training, Colonel Jones was assigned to the 23rd Tactical Fighter Wing "Flying Tigers" at England AFB, Louisiana, where he served as an aircraft commander and instructor pilot.

The colonel was then selected for an Air Staff Training Assignment, serving as a military assistant to the Assistant Secretary of the Air Force for Manpower, Reserve Affairs, and Installations. Following his ASTRA assignment, he served with the 479th Tactical Fighter Squadron "Night Owls" at Taegu, Korea, flying the F-4D Phantom.

Before joining the Thunderbirds in October 1981, the colonel was assigned to the 56th Tactical Training Wing at MacDill AFB, Florida, as an F-16 instructor pilot. Colonel Jones has logged more than 2,900 hours flying Air Force fighter aircraft during his career.

He is married to the former Ann Elston of Shreveport, Louisiana. They have three children, Jennifer Abney, Schumpert Cassidy, Jr., and Christie Anne.





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**Capt. PATRICK J. CORRIGAN**

Lead Solo

Captain Patrick J. Corrigan, 32, is the Thunderbird lead solo pilot, flying the number five aircraft in his second air demonstration season. He flew as the opposing solo pilot during 1984.

Calling Kokomo, Indiana, home, the captain graduated from the U.S. Air Force Academy in 1974, with a bachelor's degree in management. In 1977, he received a master's degree in management from Webster College in St. Louis.

Captain Corrigan earned his wings at Laughlin AFB, Texas, and served four more years there as a T-37 instructor pilot. Following that assignment, he completed F-16 training at Hill AFB, Utah, and remained there for three years as an F-16 Fighting Falcon pilot.

After completing the F-16 Fighter Weapons School at Nellis AFB, Nevada, he was assigned as weapons liaison officer at Incirlik Consolidated Defense Installation, Turkey.

Captain Corrigan has accumulated more than 2,800 hours flying jet aircraft during his Air Force career.

He is married to the former Linda Buell of Kokomo. They have three children, Jason, Sarah and Sean.



1991-1992

# Color Analysis & Comparison



The following information was obtained from the color analysis and comparison of the above items:

1. The color of the items is consistent with the color of the items shown in the color analysis and comparison.

2. The color of the items is consistent with the color of the items shown in the color analysis and comparison.

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**Capt. MARK "BUZZ" C. MASTERS**  
Opposing Solo

Captain Mark C. "Buzz" Masters, 31, is the Thunderbird opposing solo pilot, flying the number six aircraft in his first air demonstration season.

Calling Springfield, Missouri, home, the captain graduated from the U.S. Air Force Academy in 1975, earning a bachelor's degree in political science. In 1980, he received his master's degree from Oklahoma State University.

Captain Masters earned his pilot's wings at Vance, AFB, Oklahoma, and served three more years there as a T-38 instructor pilot. He later completed F-16 training at Hill AFB, Utah, and remained there two years as an F-16 Fighting Falcon pilot. He was next assigned to Kunsan AB, Korea, where he served one year as the Pacific Air Forces F-16 demonstration pilot. Prior to his selection for the Thunderbirds, he was assigned to Luke AFB, Arizona, where he served as an F-16 instructor pilot.

Captain Masters has accumulated more than 2,400 hours flying high performance jet aircraft during his Air Force career.

He is married to the former Gere Wageman of Springfield.



the first study was primarily designed to see if it was possible to "teach" a child to read.

Results of the study showed that the children who were taught to read by the method used in the study were able to read at a level comparable to the children who were taught to read by the traditional method.

The study also found that the children who were taught to read by the method used in the study were able to read at a level comparable to the children who were taught to read by the traditional method.

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CHRISTIAN J. TSUBAKI, JR.  
and  
JOHN J. TSUBAKI, JR.





**Maj. JAMES W. BAILEY**  
Logistics Officer

Major James W. Bailey, 37, is the Thunderbirds' seventh pilot and the team's logistics officer. In his second year, he is the squadron's evaluator and safety observer for each air demonstration. He is also the Commander's deputy for maintenance.

Calling Penn Yan, New York, home, Major Bailey graduated from the State University of New York at Brockport in 1969, with a bachelor's degree in health and physical education. In 1980, he received a master's degree in management from Webster College in St. Louis.

After commissioning through Officers' Training School in 1970, Major Bailey earned his wings at Laredo AFB, Texas, in 1971. His first assignment took him to Shaw AFB, South Carolina, where he flew the O-2A as a forward air controller from 1971 to 1974. He then piloted A-7D aircraft at Davis-Monthan AFB, Arizona, Korat Royal Thai AFB, Thailand, and England AFB, Louisiana.

In May 1977, Major Bailey was sent to Kalkar Kaserne, West Germany, where he served in the NATO Operations Support Cell as an air operations officer. Prior to his Thunderbird assignment, he served at Luke AFB, Arizona, as an F-104G instructor pilot. He graduated from the USAF/German Air Force F-104 Fighter Weapons School and shortly thereafter became the school commander. He has logged more than 2,800 hours flying Air Force jet aircraft.

Major Bailey is married to the former Sharon Simmons, also of Penn Yan. They have a son, James, and a daughter, Belinda.









**Capt. JACOB G. THORN JR.**

Narrator

Flying the number eight Thunderbird aircraft, in his first year as narrator and advance man, is Captain Jacob G. Thorn Jr., 30. Arriving at each air demonstration site in advance of the main Thunderbird contingent, Captain Thorn ensures all arrangements for the performance are complete. He then narrates each demonstration and oversees the team's public relations activities.

Born in Pascagoula, Mississippi, Captain Thorn graduated from Mississippi State University in 1975. After earning a bachelor's degree in electrical engineering, he was commissioned through the U.S. Air Force Reserve Officers' Training Corps program and was a distinguished graduate.

Following pilot training at Columbus AFB, Mississippi, the captain was assigned to the first operational A-10 aircraft wing at Myrtle Beach AFB, South Carolina, from 1977 to 1981. He served there as an instructor pilot and wing weapons officer.

Captain Thorn was next assigned to fly the A-10 in the 4485th Test Squadron at Eglin AFB, Florida. At Eglin he was an operational test and evaluation pilot and Chief of the Tactical Air War Center Small Computer Division.

Preceding his selection for the Thunderbirds, Captain Thorn served as the A-10 standardization evaluation pilot at Headquarters Tactical Air Command, Langley AFB, Virginia. He has accumulated more than 2,000 hours flying jet aircraft during his Air Force career.

Captain Thorn is married to the former Elizabeth Taylor of Vicksburg, Mississippi. They have one child, Katie.









**Maj. BRIAN L. HAUGEN**  
Executive Officer

Major Brian L. Haugen, 36, is the Thunderbird executive officer, representing the commander/leader whenever the squadron is deployed from its home base. He coordinates all squadron support functions including personnel selection, budgetary management and administration.

Born in Longview, Washington, and calling Seattle home, Major Haugen received a bachelor of science degree in 1970 from the University of Washington in Seattle. He enlisted in the Air Force that year and was later selected to attend Officers' Training School, receiving his commission in April 1971.

His next assignment was to Laredo AFB, Texas, where he served as an administration officer until 1973, and then to Chanute AFB, Illinois, to serve as squadron commander for a technical training student squadron.

In 1974, Major Haugen served a remote tour at Fort Yukon, Alaska, as the chief of administration. A year later he was sent to Travis AFB, California, where he was squadron section commander until 1978, when he was assigned as executive officer for the base commander at Ramstein AB, Germany.

In 1981, he was assigned as the chief, base administration at Dover AFB, Delaware. While there he was selected as Military Airlift Command's Base Administration Officer of the Year for 1982. In July 1983, he was selected for the Thunderbirds.

He is married to the former Marianne Erter of Seattle. They have two sons, Chad and Neal.









**1st Lt. TERRY E. WILLIAMSON**  
Maintenance Officer

First Lieutenant Terry E. Williamson, 26, is the maintenance officer for the U.S. Air Force Air Demonstration Squadron, "Thunderbirds".

A native of Sumter, South Carolina, Lieutenant Williamson graduated in 1981 from The Citadel, the Military College of South Carolina, earning a bachelor of science degree in physical education.

As a result of the Reserve Officers' Training Corps program at the Citadel, Lieutenant Williamson was commissioned and entered active duty shortly after graduating.

After maintenance training at Chanute AFB, Illinois, he was assigned to Moody AFB, Georgia, serving in several maintenance related positions over a three-year period. His last position there was as officer-in-charge of the 68th Aircraft Maintenance Unit.

Just prior to his Thunderbird assignment, Lieutenant Williamson attended Squadron Officers' School at Maxwell AFB, Alabama, graduating in July 1984.

The lieutenant is married to the former Sarah Lea Mackey of Sumter.



WILSON'S DUCK

145 15' LEMBA E' MITTIVWISOR



of 1960s

the presence of animals in the forest. The forest is a mix of deciduous and coniferous trees, with a high degree of biodiversity.

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# 1985 Thunderbird Enlisted Roster



**1st Lt. RONALD A. LOVAS**  
Public Affairs Officer

First Lieutenant Ronald A. Lovas, 33, serves as the public affairs officer for the U.S. Air Force Air Demonstration Squadron "Thunderbirds". In his first year with the squadron, Lieutenant Lovas oversees the squadron's publicity programs through his direction of public affairs, photographic and graphics specialists.

Calling Corona, California, home, Lieutenant Lovas enlisted in the Air Force in 1972. His first assignment was Beale AFB, California, where he served as a traffic management technician. He was later assigned to the U.S. Air Force Academy in traffic management.

The lieutenant's next assignment was as an Air Force recruiter in Minneapolis, Minnesota. Two years later he was assigned to Nellis AFB, Nevada, as a public affairs specialist.

Separating from the Air Force in 1980, Lieutenant Lovas attended the Air Force Reserve Officer's Training Corps program at the College of St. Thomas, St. Paul, Minnesota, where he received his bachelor of arts degree in 1981. He was named a distinguished graduate.

After receiving his commission in 1981, he was assigned as the deputy chief of public affairs, 1st Tactical Fighter Wing at Langley AFB, Virginia.

Lieutenant Lovas was selected to serve with the Thunderbirds in July 1984, after an assignment in the Tactical Fighter Weapons Center Public Affairs Office at Nellis AFB, Nevada.

Lieutenant Lovas is married to the former Jane MacNamara of Mound, Minnesota. They have two children, Corinne and Kristen.



1970s Taylor Group

THE TAYLOR GROUP



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# 1985 Thunderbird Enlisted Roster

## ADMINISTRATION

TSgt. Mike Copley  
SSgt. Ed Volz  
SSgt. Rafaela Schwan  
Sgt. Debbie Marbeiter

## AEROSPACE GROUND EQUIPMENT

SSgt. Lee Palonen  
SSgt. Dave LaValley  
Sgt. Al Rotta

## AIRCRAFT FLIGHT

TSgt. John Wood  
TSgt. John Dvorachek  
SSgt. Bill Richard  
SSgt. Paul Loubier  
SSgt. Henry Haegenson  
SSgt. George Aguigui  
SSgt. Rodger Freiburger  
SSgt. Derek Sikas  
SSgt. Jim Olschlager  
SSgt. Marv McGuire  
SSgt. Tim Cyphert  
SSgt. Dan Gurney  
SSgt. Sonny Ferriuolo  
SSgt. Randy Hamilton  
SSgt. Ken Isgrigg  
Sgt. Glenn Amazi  
Sgt. John McKeag  
S/A. Clayton Osborn

## AIRCRAFT FLIGHT CHIEF

TSgt. Don Beard

## AIRFRAME REPAIR

TSgt. Willie Cooper  
SSgt. Bob Becker  
A1C Chuck Siehr

## AIR SHOW COORDINATION

SSgt. Ken Weas

## ARTIST

SSgt. Ann Butterfield

## AVIONICS/COMMUNICATIONS

TSgt. Don Gall  
TSgt. Mike McNamee  
TSgt. Randy Bost

SSgt. Hal McCormick

SSgt. Jim Swenson  
SSgt. Doug Lang  
SSgt. Shawn Darden  
S/A. Paul Duncan  
S/A. Brian Cassidy

## COMMANDER'S SECRETARY

Maureen Walker-Dolan

## CORROSION CONTROL

MSgt. Mike Cook  
SSgt. Steve Hebert  
SSgt. Joe Martin

## EGRESS

TSgt. Les Owens  
S/A. Tim Gray

## ELECTRICAL

SSgt. Nick Fax  
SSgt. Jheri Womack  
Sgt. Glenn Krajniak

## ENGINES

TSgt. Steve Tucker  
TSgt. Rich Carter  
SSgt. Roger Henry  
SSgt. Hank Burgess  
SSgt. Tim McKusker  
SSgt. Mike Fugate  
Sgt. Dave Manfredi  
Sgt. Kevin Schwan

## ENVIRONMENTAL SYSTEMS

TSgt. Doug Sampson  
SSgt. Cheryl Pascal  
S/A. Rob Guevarra

## FIRST SERGEANT

SM Sgt. Louis Mango

## FUEL SYSTEMS

MSgt. Ken Williams  
SSgt. Larry Milton  
SSgt. Dale Robinson  
S/A. Tim Reott

## INSPECTION FLIGHT

SSgt. Bill Ellsworth  
SSgt. Bill Ludwig  
SSgt. Brian Carnicle  
Sgt. John Bieniek

## INSPECTION FLIGHT CHIEF

TSgt. Gary Arbogast

## LIFE SUPPORT

MSgt. Larry Parker  
SSgt. Jeff Schenkelberg

## LOGISTICS

MSgt. Cliff Bender

## MAINTENANCE ADMINISTRATION

Sgt. Jerry Mullins

## MAINTENANCE ANALYSIS

TSgt. Tom Neusch

## MAINTENANCE OPERATIONS

SSgt. Randy Lowery

## MAINTENANCE SUPERINTENDENT

CM Sgt. Dan Newton

## NONDESTRUCTIVE INSPECTION

SSgt. Mike Thompson  
SSgt. Jim Waugh

## OPERATIONS

SSgt. Laura Forsythe

## PHOTOGRAPHY

SSgt. Jim Stayton  
SSgt. Tony Pagan

## PLANS, SCHEDULING AND DOCUMENTATION

TSgt. Rob Fry  
SSgt. Kevin Baker  
SSgt. Sheldon Fluke

## PNEUDRAULICS

TSgt. Ron Kriete  
SSgt. Frank Jumper  
SSgt. Tony Magana  
Sgt. Chris Stevens

## PRODUCTION SUPERINTENDANTS

SM Sgt. Dave Roy  
MSgt. George Hicks

## PUBLIC AFFAIRS

SM Sgt. John Blackburn  
TSgt. Lee Precopio

## PUBLIC AFFAIRS ADMINISTRATION

Sgt. Dan Voss

## QUALITY ASSURANCE

MSgt. Mark Weeks  
TSgt. Maurice Mason  
SSgt. Ric Blomgren

## SPECIALIST FLIGHT CHIEF

MSgt. Gary Culver

## SUPPORT

MSgt. Jack Gillum  
TSgt. Dick Ditomasso  
TSgt. Tom Smith  
SSgt. Ken Horn  
SSgt. Wayne Matlock  
SSgt. Randy Gardner  
Sgt. Jack Schmitz  
Sgt. Don Martinez  
Sgt. Mike Street  
Sgt. Mark Nuernberg  
S/A. Belinda Kimble

## TRAINING

SSgt. Mike Phillips

## VIDEO TECHNICIANS

TSgt. Chris Potwin  
SSgt. Steve Hamilton

## WEAPONS

SSgt. Brad Schirmer

## TECHNICAL REPRESENTATIVES

Dennis Lasater  
(General Dynamics)  
Jim Beaver  
(Pratt & Whitney)







# U.S. Air Force/General Dynamics F-16 Fighting Falcon

The General Dynamics F-16 Fighting Falcon is the U.S. Air Force's newest fighter aircraft. Since its introduction in 1978, the Falcon has made its mark as a true multirole fighter -- proving itself as a highly maneuverable aircraft in air-to-air combat, and earning its place as one of the world's best precision tactical bombers.

Now serving at U.S. Air Force bases in the United States, Germany, Korea and Spain, the Falcon is also being introduced into the Air National Guard and Air Force Reserve. In

addition, the F-16 is on duty with the air forces of Belgium, Denmark, the Netherlands, Norway, Israel, Egypt, Pakistan and Venezuela, and Korea's air force is awaiting delivery. The worldwide use of the F-16 has made it a mainstay of international tactical air forces.

More than 1,300 Falcons have been produced at the General Dynamics Fort Worth, Texas, facility, and under an international co-production agreement, 351 F-16s have been produced in Denmark and the Netherlands.

**SPEED** - Mach 2 +

**RANGE** - Fighter: More than 550 nautical mile combat radius.  
Ferry: More than 2,000 nautical miles (with external fuel tanks).

**ALTITUDE** - More than 50,000 feet.

**RATE OF CLIMB** - More than 30,000 feet per minute.

**LENGTH** - 49 feet, 6 inches (including pitot tube).

**WINGSPAN** - 31 feet (without missiles).

**HEIGHT** - 16 feet, 8 inches.

**WEIGHT** - 16,500 pounds (including pilot, oil, two missiles and full load of 20mm ammunition); 23,500 pounds (including full internal fuel load); 35,400 pounds (maximum gross weight).

**PROPULSION SYSTEM** - One Pratt and Whitney F-100-PW-200 afterburning turbofan engine; 25,000 pound thrust class.

**COCKPIT** - Zero altitude rocket-type pilot ejection system; high visibility canopy; seat inclined at a 30-degree angle; control stick mounted on right console.

**FLIGHT CONTROL SYSTEM** - Computer-controlled "fly-by-wire" system.

**ARMAMENT** - Includes a fuselage-mounted multibarrel 20mm cannon, and an air-to-air missile mounted on each wingtip. Additional weapons of various types (up to 15,000 pounds) can be carried on pylons mounted under the wings and on the fuselage centerline.

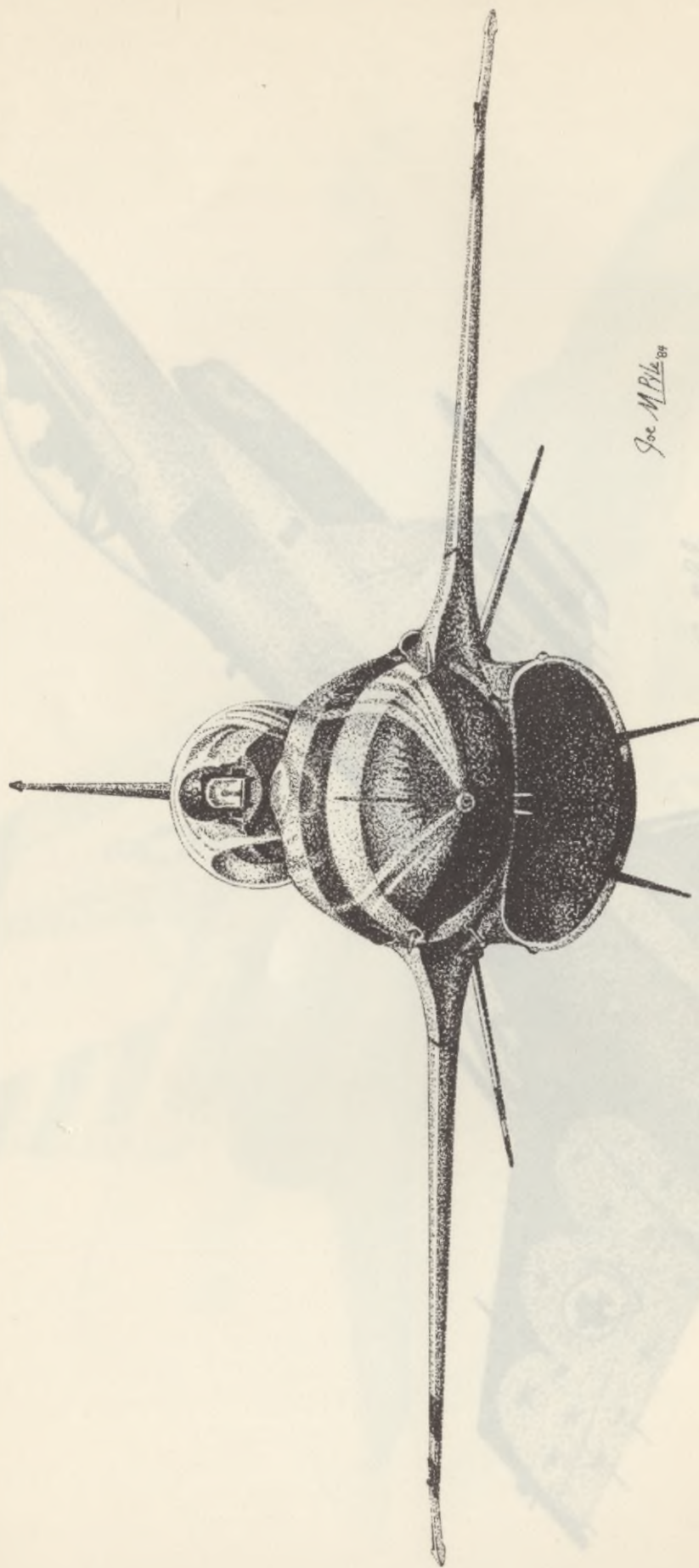








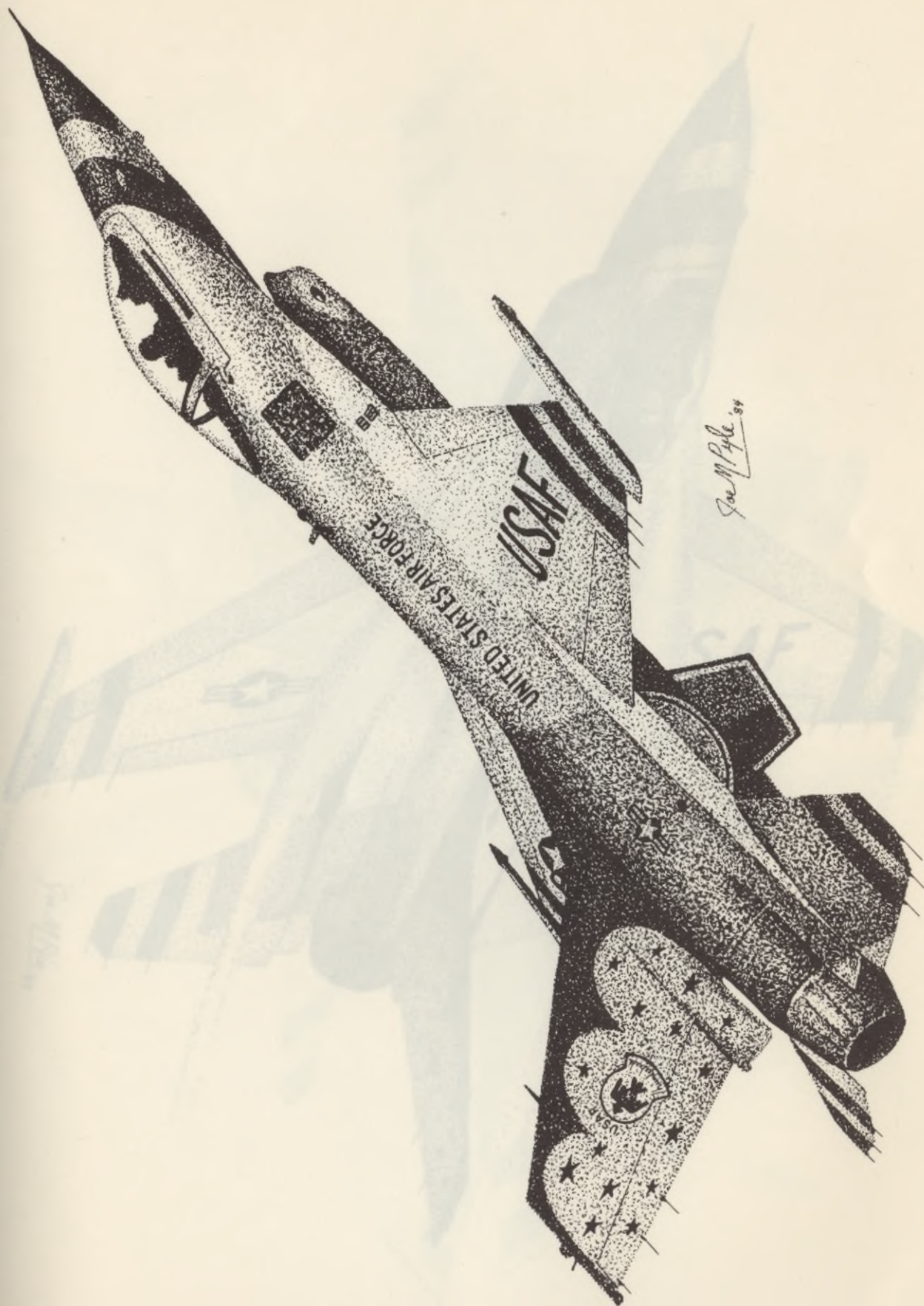


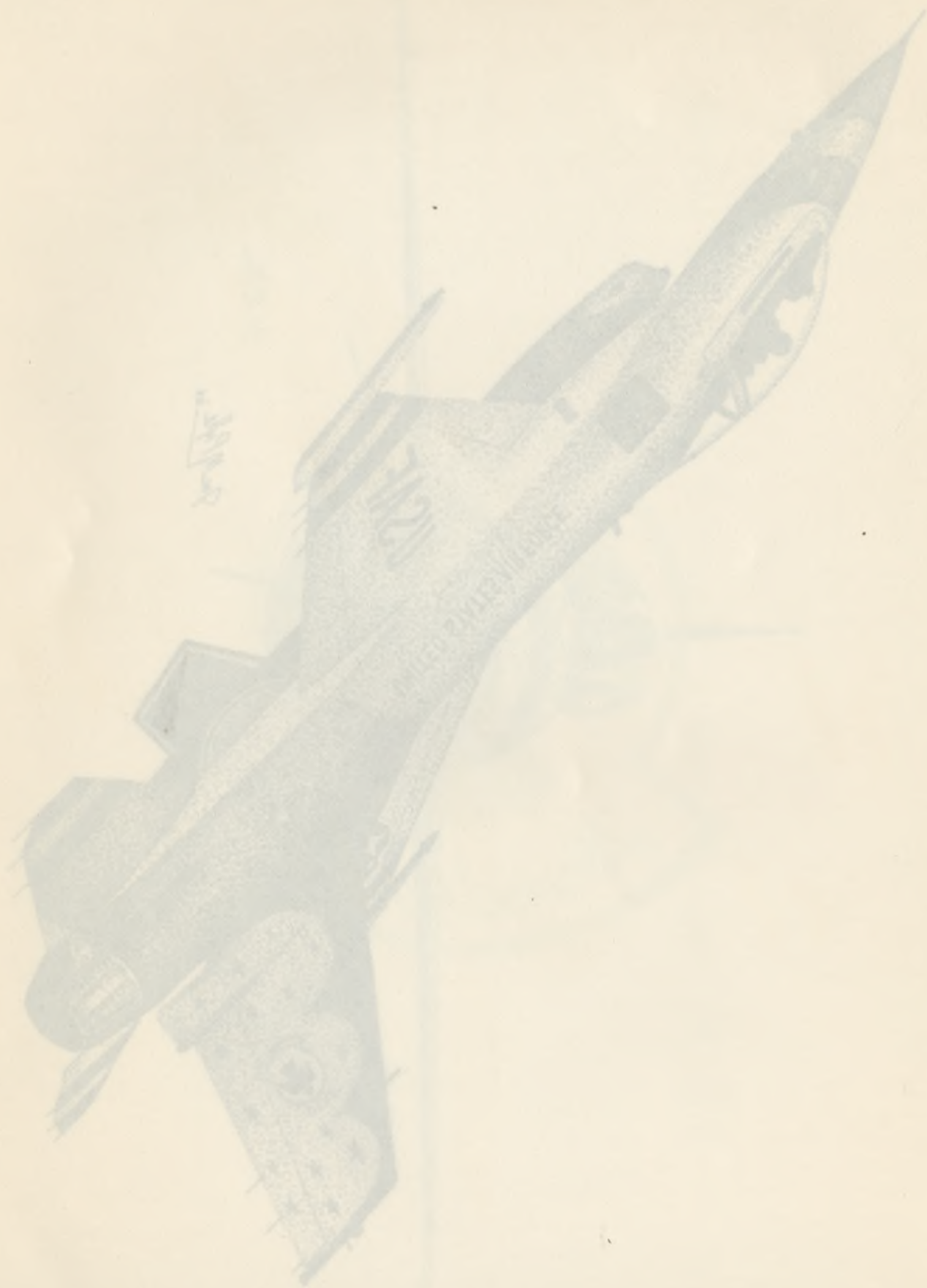


Joe M Pike 84



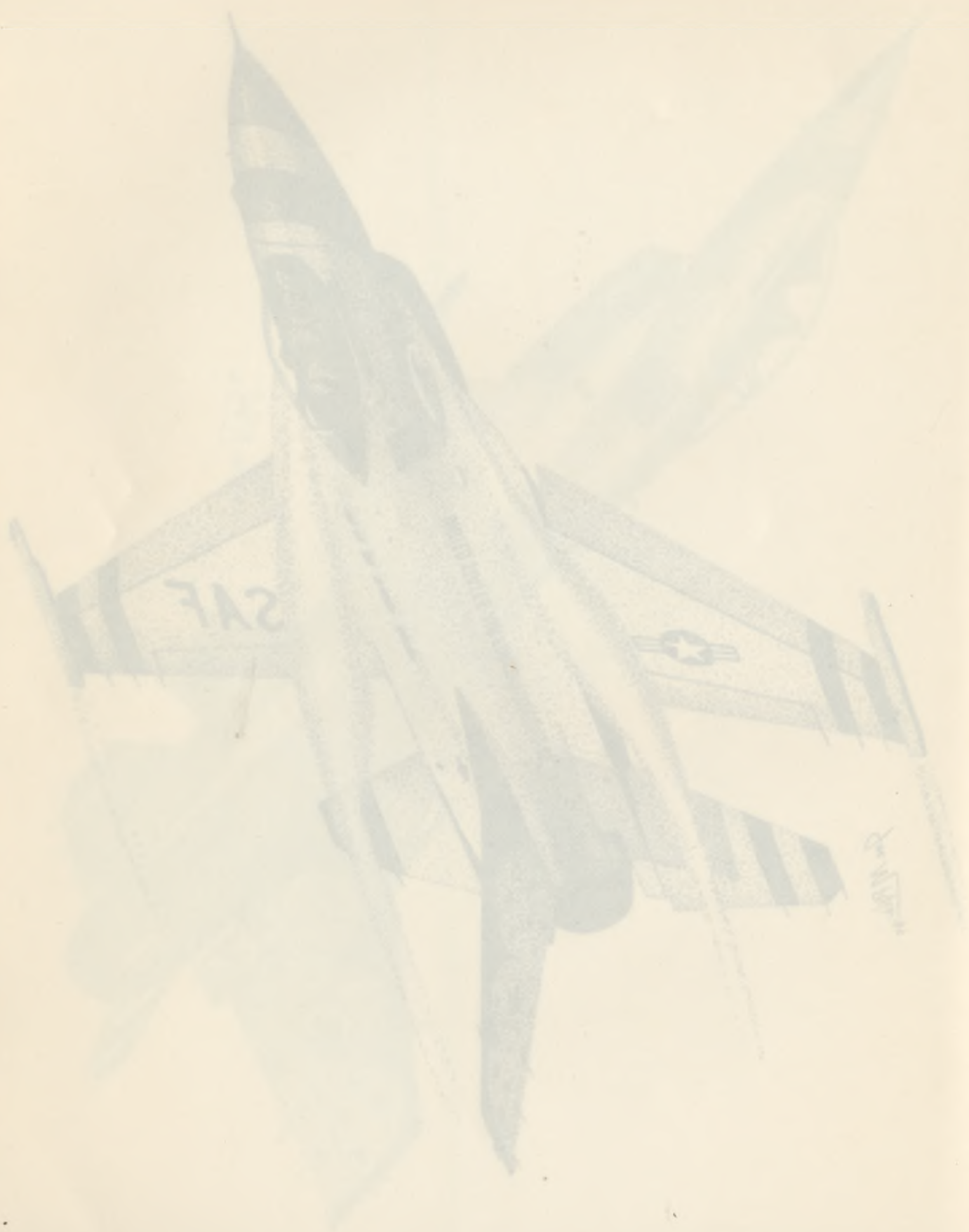


















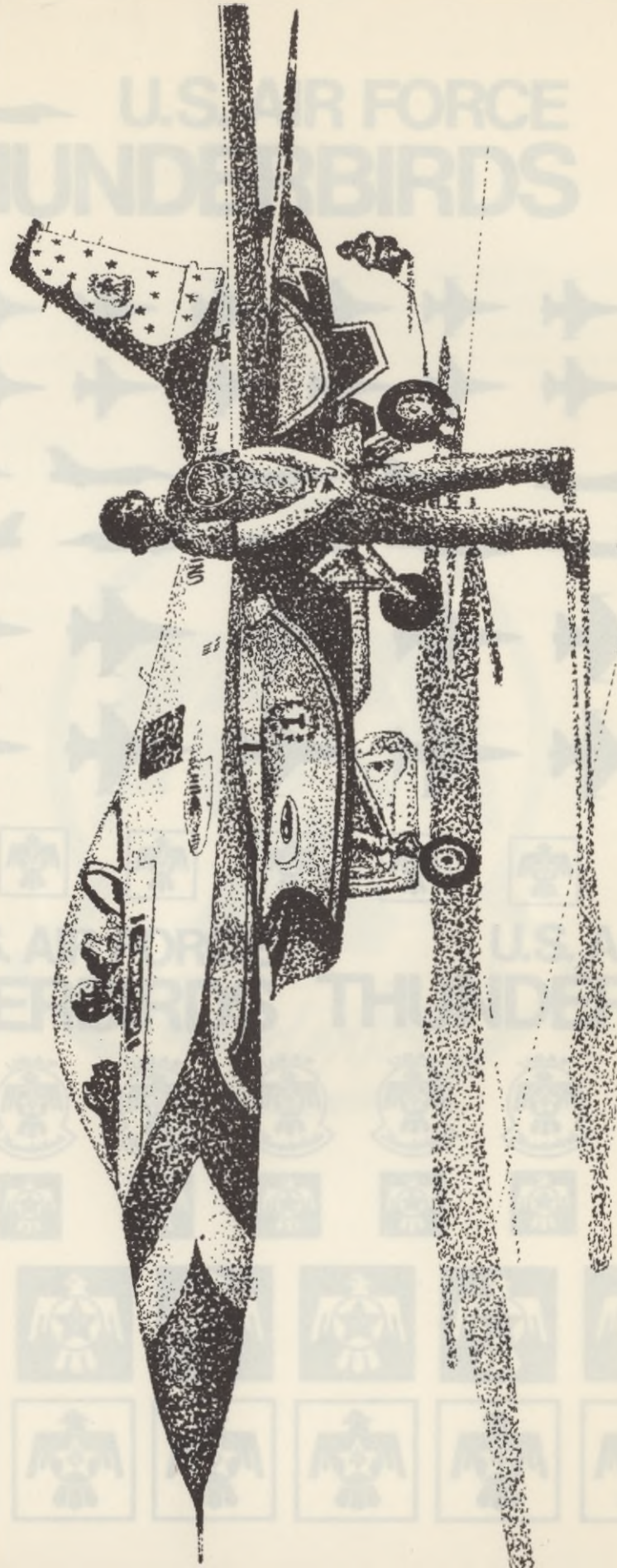








# U.S. AIR FORCE THUNDERBIRDS



BoeMyle







# U.S. AIR FORCE THUNDERBIRDS



U.S. AIR FORCE  
**THUNDERBIRDS**

U.S. AIR FORCE  
**THUNDERBIRDS**





# THUNDERBIRDS

U.S. AIR FORCE



# THUNDERBIRDS

U.S. AIR FORCE





# Thunderbird Manoeuvres

## SPOT ANNOUNCEMENTS

(20 SECONDS)

ANNCE: PACK UP THE KIDS, FILL THE CAR, LEAVE THE SPONSORS BEHIND, AND TAKE OFF FOR  
AIR FORCE BASE TO SEE THE WORLD FAMOUS THUNDERBIRDS PERFORM. ON  
THERE'LL BE PLENTY OF PARKING, AMUSEMENTS AND ENTERTAINMENT FOR THE WHOLE FAMILY.  
BRING YOUR CAMERA AND SEE WHAT YOUR AIR FORCE IS ALL ABOUT. ADMISSION IS FREE!

(20 SECONDS)

ANNCE: THE THUNDERBIRDS ARE COMING TO  
ON THE AIR FORCE BASE. THE AIR FORCE BASE ADMINISTRATION WILL  
PERFORM A SPECTACULAR DISPLAY OF STUNT FLIGHTS. THESE STYLISHLY  
PAINTED AND HIGHLY MANEUVRABLE FIGHTING AIRCRAFT WILL FLY WITH AIRBORNE  
CLEARANCE AND THERE'LL BE A LOT TO SEE. YOUR CAMERA AND COME EARLY.  
GATES OPEN AT 10 AM. THERE IS PLENTY OF PARKING AT THE BASE.

(20 SECONDS)

ANNCE: AMERICA'S LARGEST AIR FORCE BASE. THE THUNDERBIRDS WILL STREAK THROUGH  
THE SKIES IN A SERIES OF STUNNING STUNT FLIGHTS. THEIR IMPRESSIVE JARROLD  
ACTIVITIES WILL BE A REAL SIGHT. THE THUNDERBIRD SQUADRON WILL PERFORM  
CELEBRATORY STUNT FLIGHTS. A SERIES OF STUNNING STUNT FLIGHTS  
LOOP, ROLL, DIVE THROUGH A SERIES OF STUNNING STUNT FLIGHTS  
WITH MINUTE PRECISION. THE BIRD WILL SWEEP BEFORE YOU AT SPEEDS  
UP TO SIX HUNDRED FIFTY MILES PER HOUR AT ANY ALTITUDE. AS ALWAYS, THE  
THUNDERBIRDS WILL BE PERFORMING STUNT FLIGHTS. BRING THE DAY INTO YOUR  
THUNDERBIRDS. THERE IS PLENTY OF PARKING AT THE BASE. ADMISSION IS  
FREE.







# Thunderbird Maneuvers

## SPOT ANNOUNCEMENTS

(20 SECONDS)

**ANNCR:** PACK UP THE KIDS, FEED THE DOG, LEAVE THE DISHES BEHIND, AND TAKE OFF FOR AIR FORCE BASE TO SEE THE WORLD-FAMOUS THUNDERBIRDS PERFORM ON THERE'LL BE PLENTY OF PARKING, REFRESHMENTS AND ENTERTAINMENT FOR THE WHOLE FAMILY. BRING YOUR CAMERA AND SEE WHAT YOUR AIR FORCE IS ALL ABOUT. ADMISSION IS FREE!

(30 SECONDS)

**ANNCR:** THE THUNDERBIRDS ARE COMING TO ON THE AIR FORCE'S PRECISION AERIAL DEMONSTRATION SQUADRON WILL PERFORM A SPECTACULAR HALF-HOUR SEQUENCE OF LOOPS, ROLLS AND DIVES. THEIR VIVIDLY-PAINTED RED, WHITE AND BLUE F-SIXTEEN FIGHTING FALCON JETS WILL FLY WITH MINIMUM CLEARANCE SEPARATING THEIR WINGTIPS. BE SURE TO BRING YOUR CAMERA AND COME EARLY. GATES OPEN AT AND PARKING IS PLentiful. ADMISSION IS FREE!

(60 SECONDS)

**ANNCR:** AMERICA'S "AMBASSADORS IN BLUE" -- THE AIR FORCE THUNDERBIRDS -- WILL STREAK THROUGH THE SKIES OVER AIR FORCE BASE ON ACTIVITIES START AT AND THE THUNDERBIRDS WILL BEGIN THEIR IMPRESSIVE LAUNCH CEREMONY AT . THE WORLD-FAMOUS AERIAL DEMONSTRATION SQUADRON WILL SPIN, LOOP, ROLL AND DIVE THROUGH A SPECTACULAR SERIES OF PRECISION AEROBATIC MANEUVERS WITH MINIMUM WINGTIP CLEARANCE. YOU'LL SEE THE SOLO PILOTS SWEEP BEFORE YOU AT SPEEDS UP TO SIX HUNDRED-FIFTY MILES PER HOUR AND AT MINIMUM ALTITUDE. AS ALWAYS, THE THUNDERBIRDS WILL PERFORM THE BREATHTAKING BOMB-BURST, DISSECTING THE SKY INTO FOUR EQUAL PORTIONS. BRING THE FAMILY, PLENTY OF FILM, AND SPEND THE DAY LEARNING ABOUT TODAY'S AIR FORCE AND ITS ROLE IN PROTECTING THE CITIZENS OF AND THE SURROUNDING COMMUNITY. THERE'LL BE PLENTY OF CONVENIENT PARKING, AND ADMISSION IS FREE!

# SPOT ANNOUNCEMENTS

(30 SECONDS)  
 AIRBORNE: PACK UP THE KIDS, FEED THE DOG, LEAVE THE DISHES BEHIND, AND TAKE OFF FOR  
 AIR FORCE BASE TO SEE THE WORLD-FAMOUS THUNDERBOLT PERSONS ON  
 THERE'LL BE PLENTY OF PARKING, RESTAURANTS AND ENTERTAINMENT FOR THE WHOLE FAMILY.  
 BRING YOUR CAMERA AND SEE WHAT YOUR AIR FORCE IS ALL ABOUT. ADMISSION IS FREE!

(30 SECONDS)  
 AIRBORNE: THE THUNDERBOLTS ARE COMING TO  
 ON THE AIR FORCE'S PRECISION AERIAL DEMONSTRATION SQUADRON WILL  
 PERFORM A SPECTACULAR HALF-HOUR SEQUENCE OF LOOP, ROLL AND DIVE. THEIR VIVIDLY-  
 PAINTED RED, WHITE AND BLUE F-16X FIGHTER JET WILL FLY WITH MINIMUM  
 CLEARANCE SEPARATING THEIR WINGTIPS. BE SURE TO BRING YOUR CAMERA AND COME EARLY.  
 GATES OPEN AT 10:00 AM. AND PARKING IS PLENTY. ADMISSION IS FREE!

(30 SECONDS)  
 AIRBORNE: AMERICA'S "AMAZINGST" IN BLUE" -- THE AIR FORCE THUNDERBOLTS -- WILL STREAK THROUGH  
 THE SKIES OVER  
 ACTIVITIES START AT 10:00 AM. AND THE THUNDERBOLTS WILL SHOW THEIR IMPRESSIVE LANDING  
 CEREMONY AT 11:00 AM. THE WORLD-FAMOUS AERIAL DEMONSTRATION SQUADRON WILL PERFORM  
 LOOP, ROLL AND DIVE THROUGH A SPECTACULAR SEQUENCE OF PRECISION AEROSTATIC MANEUVERS  
 WITH MINIMUM WINGTIP CLEARANCE. YOU'LL SEE THE GOLD PILLARS SWEEP BEHIND YOU AT SPEEDS  
 UP TO SIX HUNDRED-FIFTY MILES PER HOUR AND AT MINIMUM ALTITUDE. AS ALWAYS, THE  
 THUNDERBOLTS WILL PERFORM THE BREATHTAKING DOWNSHIFT, DISSECTING THE SKY INTO FOUR  
 EQUAL PORTIONS. BRING THE FAMILY. PLENTY OF FILM AND SPOTS FOR THE DAY LEARNING ABOUT  
 TODAY'S AIR FORCE AND ITS ROLE IN PROTECTING THE CITIZENSHIP  
 AND THE  
 SURROUNDING COMMUNITY. THERE'LL BE PLENTY OF CONVENIENT PARKING, AND ADMISSION IS  
 FREE!

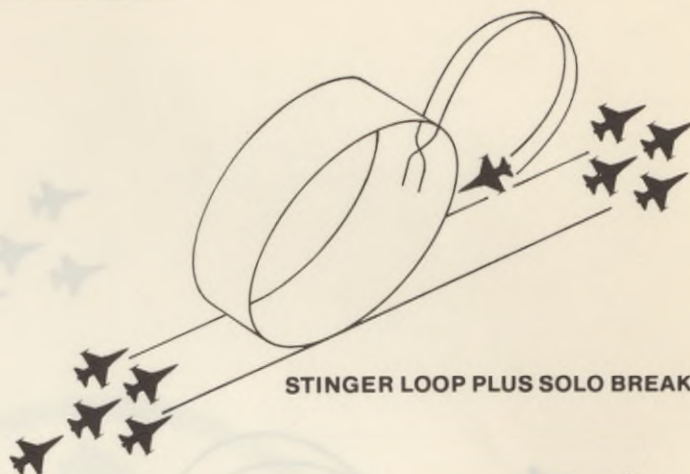


# Thunderbird Maneuvers

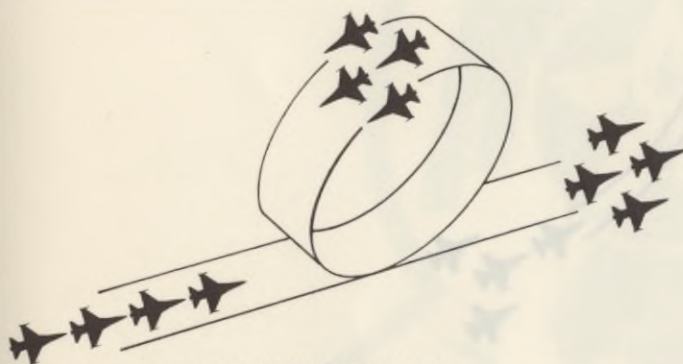


DIAMOND CLOVERLOOP OPENER

AILENOR ROLLS



STINGER LOOP PLUS SOLO BREAKAWAY

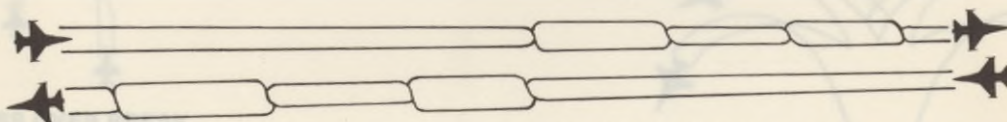


TRAIL TO DIAMOND LOOP

ARROWHEAD



BON TON ROULLE



OPPOSING FOUR POINT ROLL

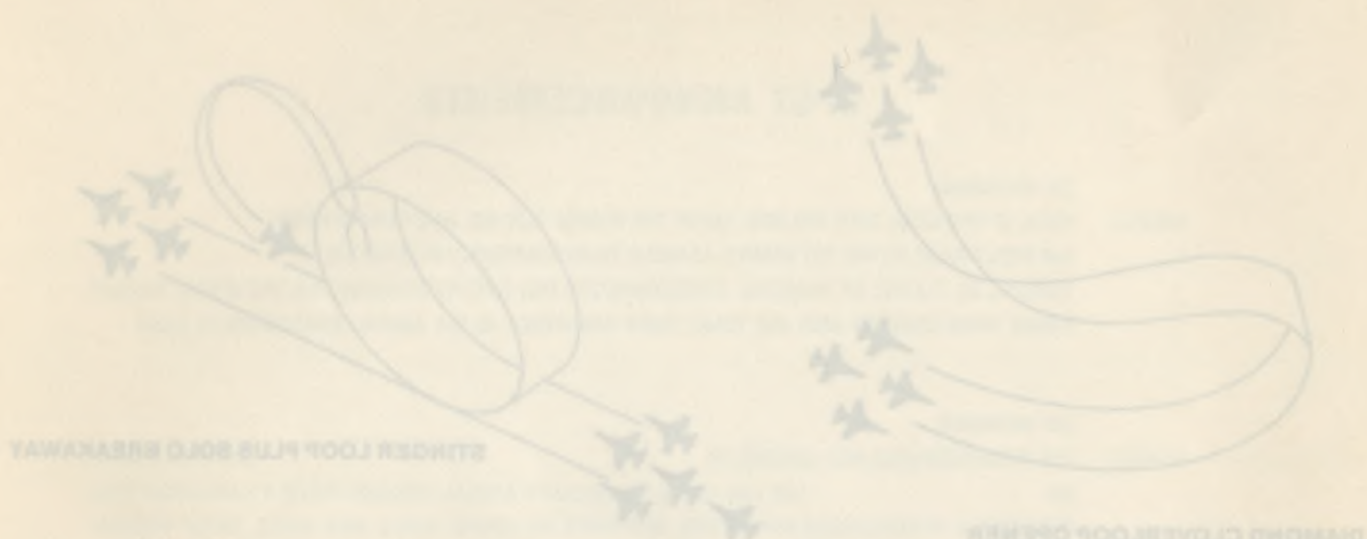
CROSS FOUR SHOT



TRAIL TO DIAMOND ROLL

HIGH SHOW BOMB BURST

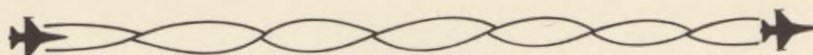
# Thunderbird Maneuvers



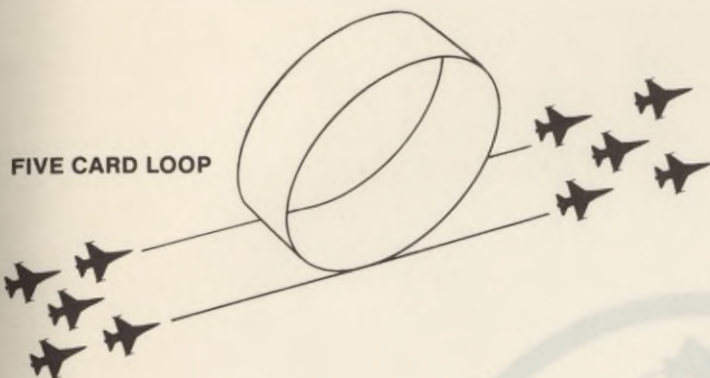
BOB FOR ROUTE



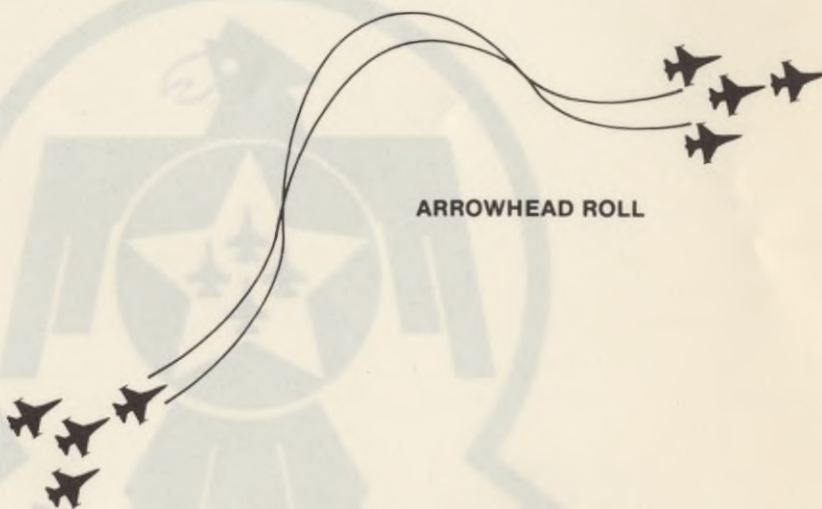




AILERON ROLLS



FIVE CARD LOOP



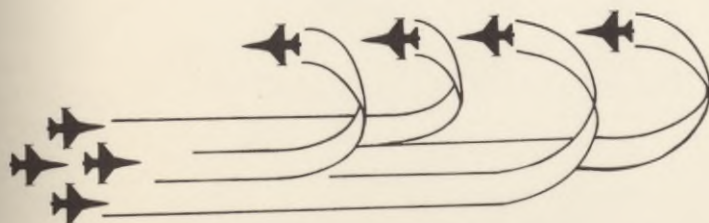
ARROWHEAD ROLL



CROSS OVER BREAK



HIGH SHOW BOMB BURST



DIAMOND PITCHUP FOR LANDING





AILERON ROLLS



FIVE CARD LOOP



ARROWHEAD ROLL



HIGH SHOW BOMB BURST



CROSS OVER BREAK



DIAMOND PITCHUP FOR LANDING

